

## THE ST. LOUIS REPUBLIC.

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SUNDAY, JANUARY 22, 1905.

## Circulation During December

W. B. Carr, Business Manager of The St. Louis

Republic, today duly sworn, says that the actual number

of full and complete copies of The Daily and Sunday

Republic printed during the month of December, 1904,

all in regular editions, was as per schedule below:

Date.....Copies.....Date.....Copies.

1.....104,370.....17.....104,390

2.....104,390.....18 (Sunday).....124,370

3.....104,390.....19.....104,390

4 (Sunday).....124,370.....20.....104,390

5.....104,390.....21.....104,390

6.....104,390.....22.....104,390

7.....104,390.....23.....104,390

8.....104,390.....24.....104,390

9.....104,390.....25 (Sunday).....124,370

10.....104,390.....26.....104,390

11 (Sunday).....124,370.....27.....104,390

12.....104,390.....28.....104,390

13.....104,390.....29.....104,390

14.....104,390.....30.....104,390

15.....104,390.....31.....104,390

16.....104,390.....Total for the month.....3,392,000

Lost and copies spoiled in printing, left over

or filed.....104,390

Net number distributed.....3,196,577

Average daily distribution.....104,390

And said W. B. Carr further says that the number

of copies returned and reported unsold during the

month of December was 12,414 per cent.

W. B. CARR,  
 sworn to and subscribed before me this first

day of December,  
 J. F. FARISIL,  
 My term expires April 25, 1905.

## FIGHTING CRAFT OF THE FUTURE.

What the warship of the future will be is

a matter of rather keen speculation just now. We

naturally would assume that the fighting ships,

built from time to time, in their make-up will have

the improvements suggested by the lessons and ex-

periences of actual warfare; but that is never the

case. The lessons of Manila, Santiago and Port

Arthur have been interpreted according to the bias

of observers, historians or amateurs. The writers

of the last class have prejudiced, like other men,

Sometimes they follow certain leaders who are al-

ways to the fore with positive and dogmatic asser-

ptions; frequently these men state their views, de-

monstrate in advance all persons who differ with them,

and conclude by asking the frank opinion of other

people.

Charles H. Cramp of the famous shipbuilding

firm gives it as his opinion that the warship of the

future should be the fastest and there should be

two great classes or types. The principal difference

in their make-up should be speed and endurance.

The more important of the two classes should be

the speedy type, with strong gunpower. A

slower class, permitting the use of a greater num-

ber of heavy guns, would comprise the second type

ships. The latter would serve admirably to defend

factories from within and to attack forts. "I can-

not see," says Mr. Cramp, "that the question

whether the armament of such ships be ten or

twenty inch guns is important. Damage effected

by the twelve inch gun with its awkward acce-

leration, during the war between Spain and the

United States and Russia and Japan, hardly justifies

its use.

Therefore, ships of both types should carry ten

inch guns, with a greater number upon the battle-

ship of the second type which I would call a sea-

going coast defense." Ships of the first type also

might be described as "best defenders" because

they could defend our shores by attacking an ene-

my's coast and compelling the presence of the ene-

my's vessels at home.

The importance of speed in connection with the

ships of the first type is so obvious as not to require

discussion.

The Moltair class of ship, that the British are

now laying down, embodies the Admiralty's faith

in the first type. The propriety of their construc-

tion is unassailable.

In connection with these important fighting

ships, of course I would not overlook certain other

craft that I consider necessary accessories, namely,

torpedo boats, or rather should I say, torpedo gun-

boats—swift dispatch boats and scouts. This is the

point at which to say that we must not overlook the

real utility of the torpedo boat. Such are my views

stated with severest brevity.

Mr. Cramp in The Republic's Magazine for next

Sunday discusses at length the problem of the future

warship. It is an article which cannot fail to in-

terest most men at this time when we are contem-

plating a largely increased navy for the United

States. The article is accompanied by handsome

illustrations.

Samuel Hopkins Adams is a writer well and

favorably known to every magazine reader, being

a constant contributor to the highest-class period-

icals in the country. Beginning with next Sunday's

number of The Republic's Magazine will be a serial

story by this writer, entitled "The Flying Death."

It immediately catches the reader's interest and

runs on from one thrilling scene to another, elaborat-

ing upon a mystery which is solved only when the

story reaches a remarkable dramatic climax. An

expert in short stories writes: "The readers of the

Sunday Magazine have my deepest sympathy in that

they cannot have this story in one entire sitting, but

must take it on the installment plan. It is one of

the most absorbing mystery tales I have ever read."

Arthur Tarbell writes for next Sunday a descrip-

tive article of the new Alps tunnel. Robert Hichens,

the author of the famous "Green Carnation," writ-

ing upon the secret of the eternal youth, attempts

to explain the fact that modern women so well pre-

serve themselves. Hartley Davis contributes the

leading short story of this issue: "The Strategy of

Dayton." It is a rattling tale.

Miller Purvis furnishes a short story—"A Re-

lapse Into Barbarism." Frank Stratton has an en-

tertaining story, "The Judgment of Judge Jay." J.

W. Morrissey continues his diverting stories of

famous men and women. Marshall Wilder is still

on the sunny side of the street, where you find it

pleasing to be with him. This week he is writing

about people on the stage. In next Sunday's issue

there will be a number of refreshing and light

sketches, skits, poems and other magazine orna-

ments and trimmings by celebrated contributors.

Get a copy sure.

## THE USEFULNESS OF PARTIES.

Forecasting political circumstances which will

multiply to confuse the issue in the spring election.

The Republic has dwelt upon the practical im-

portance of party harmony and action. At infrequent

periods, independent activity promises good results

in elections, when that activity is strictly unpartisan

and patriotic; but the parties, which are the perma-

nent instruments of government, must be looked to,

year after year, for lasting reform and business

administration.

Independent organizations, or intra-party fac-

tions, rarely deserve support from the people. In-

dependent movements, like party discussions, are

generally started and propagated to suit the pur-

poses of cunning and selfish plotters or ambitious

claimants for office who, lacking in diplomacy, are

unable to reconcile themselves to the majority

declarations of whatever party they belong to. In-

dependent movements represent selfishness or sore-

ness or trickery when they are not backed by sound

opinion and directed frankly and fairly to a com-

mon object. When independent movements are

what they should be, they spring from the people,

and are understood by the people, and show their

results, not outside of the parties but in the parties

and for the parties, to real public benefit.

Rightly initiated and rightly managed move-

ments unite the factions in the parties upon plat-

forms which stand for the best principles and on

tickets which offer trustworthy nominees. Such

movements are actually not independent, but patri-

otic; their aim is to cause the selection of the

desirable kind of officials and the application, in

public business, of substantial ideals. Other sorts

of so-called independent movements are to be treated

with suspicion, if the people wish to save the

city from impostors.

St. Louis has seen the rise of independent move-

ments in the past. It has come to understand the

origin and lacking of such movements, and the un-

patriotic ends of such movements. Congratulating

themselves that they have enough experience to be

familiar with the workings of independent ma-

chinery, the citizens should see that their experi-

ence will encourage them in avoiding errors in the

future, especially at a time very important to good

government.

These points are brought out because there are

hints from the Butler organs and from other

sources of "independent tickets" under plausible

titles and on plausible platforms. An "independent

movement" helped the old misrule gang into office

not many years ago, and an "independent move-

ment" this year would help the same gang, in other

trappings. Movements inside the parties, begun for

selfish or special purposes, would bring similar con-

sequences.

Citizens of St. Louis must beware of plans and

organizations. They would better concentrate their

efforts on the party tickets and platforms, and

see that the regular organizations reach the new

standard in every respect. They would better be

fixed in their purpose to get the best they can from

the two parties, and to choose the best men from

the two tickets. There are many dangers outside

of the parties, more dangers than from the parties;

and, after all, support for malcontent or tricky in-

dependents is a species of popular four-flushing.

Avoid side issues and side movements this year.

Work on the parties and have both put forth good

tickets. The parties will last, and if they are kept

at the standard this year, they can the more easily

be kept at the standard hereafter. There is a differ-

ence between scratching a ticket to vote for the best

nominees and supporting an independent movement.

Scratching is often necessary to defeat a bad candi-

date. Every practical and patriotic reason is

against supporting or encouraging the so-called in-

dependent movement or questionable movements in

the parties. The public welfare will be best served

by keeping the party organizations high-class.

## THE PUBLIC BUILDINGS COURT.

No project of a public character is so closely

identified with the progress of St. Louis as the plans

submitted to Mayor Wells by the Public Buildings

Commission to construct all the municipal buildings

around the City Hall in the form of a court and

park, and the other plans of the same commission

to concentrate all the depository institutions into

a group on West Arsenal street, near the city limits.

Both plans contemplate two most desirable ad-

vantages: economy and beauty in appearance.

That the importance of the plans is realized,

especially the plans for the municipal court, is seen

in the action of the clubs, commercial associations

and improvement organizations in giving the project

their approval. As zealous interest is manifested

by the whole public, there is hardly any doubt

that the voters, having a chance to pose on the

proposition, will give it pronounced sanction.

The plans are of practical importance for sev-

eral reasons. First, the grouping of the public

buildings around the City Hall will create a down-

town park. Second, the grouping will create an

architectural picture which will add marvelously to